

MERCURY DIPS LOW ALL OVER DOMINION

Citizens of the Citadel City stay Securely Indoors
While the Ozone Snaps in the Streets. Cold at
Lake Edward, Lowest Ever Recorded. Montreal
Folks Nearly Set Their Town Afire. Brandon
Out of Coal and Wood. Citizens Must Shovel
Out the Railway to Get Fuel. Ontario Tied up
by Snow and Frost.

Bulletin Special.
Quebec, Jan. 18.—The coldest winter experienced in Quebec since 1857 now prevails in this city. There fortunately is no wind or the cold would be unbearable. Business is practically suspended as no one undertakes to leave their homes. Trains are all late today owing to the difficulty in keeping up steam. In exposed parts of the city the thermometer registers 41 below, while up north Lake St. John it went much lower. At Lake Edward, ninety miles from Quebec, it registered 64 below zero, or twelve degrees lower than ever before.

ANSWERED SEVENTEEN CALLS.
Twenty-Five Below Causes Montreal People to Over-Heat Their Furnaces.

Bulletin Special.
Montreal, Jan. 18.—With the temperature away below zero all day, the fire brigade had a busy time of it, responding to seventeen different alarms due to an epidemic of overheated furnaces. Fortunately none of the fires caused much damage. The greatest cold this morning was 30 degrees below, tonight at midnight it was a below with the mercury rising.

WOOD FAMINE IN BRITAIN.
C. N. R. Wants City Council to Furnish Man to Shovel Out Their Line.

Bulletin Special.
Brandon, Man., Jan. 18.—A wood famine is raging here and the C. N. R. is again unable to cope with the situation. There is not a stick of wood to be procured in the city at present and the coal supply is entirely inadequate. The C. N. R. Carberry line is blocked and the railway officials have asked the city council to supply a gang of men to shovel the line out so that the company can bring a supply of wood from outside points. The city has asked for a reduction in freight rates if they furnish the men.

HIGH WIND IN ONTARIO.
Blow Freight Truck Off the Track at Port Credit—All Trains Delayed.

Bulletin Special.
Toronto, Jan. 18.—The snow, wind and frost throughout the province have made railroading very difficult and work has been received from nearly every point telling of delays in the handling of trains. At Port Credit the wind blew a loaded freight truck off the track just as a passenger train was passing through, with the result that the truck was completely demolished. Splinters were thrown in every direction but nobody was hurt.

McLEOD RANCHER FROZEN.
Got Separated From His Team and in the Cold.

Bulletin Special.
McLeod, Alta., Jan. 18.—Thomas Blacklock, a rancher living a few miles from town, started for home last night but got separated from his team and wandered about all night.

This morning at day light he managed to crawl to the home of a settler where it was found that Blacklock's feet and legs were frozen, also one hand. When the hand was thawed out it was found that it would be necessary to amputate the member.

REGINA FATALITY.
John Nargang Killed by Slide at Fresno Gravel Which Covered His Body.

Bulletin Special.
Regina, Sask., Jan. 18.—John Nargang, who is well known here, met his death today while taking gravel from one of the gravel pits near the city. His team was found by a train at the gravel pit and on investigation it was evident that there had been a fall of the frozen earth which had overhung where gravel had been taken out. On clearing away the fallen dirt the dead body of Nargang was brought to light. The dead man leaves a wife and two small children.

AMERICANS BUY FINE TIMBER

Edward Haines of Chicago and O'Brien and Cook of Duluth Acquire Seventy Miles of Rat Porter Lumber Company's Holdings at International Falls.

Bulletin Special.
Duluth, Minn., Jan. 18.—Chicago and Duluth lumbermen have just closed a deal whereby they acquire from the Rat Porter Lumber Co. a great tract of timber in Canada. The purchasers are the Edward Haines Lumber Co. of Chicago, but it is learned that the O'Brien & Cook interest of Duluth, are also associated with them in the transaction. Details of the deal have not been obtainable as yet. The consideration and the amount of timber are not yet known but it is learned that the tract it occupies is about twenty square miles. The tract is situated near the line of the Canadian Northern Road, about sixty miles east of International Falls. The timber consists of white pine, Norway pine, and is said to be one of the most desirable tracts in that part of Canada. The price of the purchase has not yet fully given, but it is learned that the Edward Haines Lumber Co. will erect a large saw mill about thirty miles east of International Falls on the Canadian Northern Railway and will manufacture extensively. The company will have a good market for the product in Winnipeg and other Manitoba towns and at the Canadian head of the lake.

ALBERTA LIVERY

'Phone 91

SAVE COAL BY SECURING

Storm Windows FOR YOUR HOUSE.

We have now overtaken our orders and can supply you quickly.

CUSHING BROS. CO., Ltd.

West End Yard: Corner 7th and Peace Ave. Phone 247

Main Office: Corner Nanyaw Ave. and Elizabeth St. Phone 76

SASKATCHEWAN MAY OPEN MINES

Minister of Agriculture Announces That Provincial Government is Considering Feasibility of Securing Coal Land from the Dominion and Developing It

Bulletin Special.
Regina, Sask., Jan. 17.—Hon. W. R. McArthur, provincial Minister of Agriculture, left last night for Winnipeg, where he will again interview Mr. Wm. White with regard to the coal supply of the province. Before going to Winnipeg Mr. McArthur will give an interview imparting his highly interesting information that the fuel situation had interested the local government so much so that they are now considering the advisability of purchasing a coal area from the Dominion for the purpose of operating mines on the public ownership principle. Mr. McArthur is now investigating the matter. As each day passes, he has the impression of the project growingly impressed upon him, and each twenty-four hours he is called upon to return to his coal mine and railway companies to deliver coal to some ten towns in the province. With the furtherance of this vast country the fuel question must always be an interesting one for the government.

SNOWED UP.
Advices over the wire of the Canadian Stock and Grain Exchange indicate that only one car of wheat reached Duluth today, the smallest number yet recorded.

LOCOMOTIVES FOR C. N. R.

Fifty of Most Modern Type Ordered From Canada Foundry Co.

Bulletin Special.
Toronto, Jan. 18.—The C. N. R. has given orders for forty locomotives to the Canada Foundry Company. All will be of the most improved type and will cost in the neighborhood of two thousand each.

FIRST PRESBYTERIAN CHURCH IS RICH.

At the annual meeting of First Presbyterian church on Wednesday night the congregation authorized the board of managers to sell the church property on Jasper avenue at a sum not below \$100,000. This property has changed hands several times in its history. In 1900 it was sold for taxes and in 1902 it was turned over to the church for \$2,500.

Bulletin Special.
Saskatoon, Sask., Jan. 17.—One of the most disastrous fires that has occurred in the history of Saskatoon broke out this morning at 10 o'clock in the hardware store of Oliver and Kamphorst on Second avenue and away through the place began in the furnace repair room upstairs and near the street. The upstairs man had just started the morning fire and gone away. Mr. Kamphorst, there, who, with his sister, who occupy the store, had been in the building, was awakened by the smoke, and made a hurried exit. His sister was soon after taken from the burning building and

"RANSOME CONCRETE MIXERS"

Made in the following capacities: No. 1, 18 cu. yds. per hour; No. 2, 25 cu. yds. per hour; No. 3, 35 cu. yds. per hour; No. 4, 45 cu. yds. per hour. Some of the advantages in using a "RANSOME" mixer to get out of trouble. Power driven. Discharge is simple. The only batch mixer that does not require to be tilted to discharge. It can be used for the preparation of the batch while the mixer is running, thereby saving valuable time. On account of its construction it is not liable to jam and it has no moving parts. It is a thoroughly reliable, cheaper and therefore is sold at less than any batch mixer on the market. Can be supplied with any kind of power. Write for booklet.

Gorman, Clancey & Grindley

Sole Agents for Alberta Central Warehouse (Old Carling Bank).

PHONE 344 SECOND STREET

MODUS VIVENDI TO BE REPEALED

McLean of Lunenburg Asks That Privileges to Americans be Withdrawn on Atlantic Coast and Shores of C. W. New England Fish Co. Shot Off

Bulletin Special.
Ottawa, Jan. 18.—Mr. A. K. McLean, Lunenburg, Nova Scotia, asked in the house today for the abrogation of the modus vivendi under which, since 1857 American fishermen were granted certain privileges in Canadian waters and for which they have given no return. The modus vivendi was embodied in a protocol attached to the Chamberlain-McKay treaty of 1857. The protocol was made to give the American access to the coast to fish for two years. It was to terminate in 1897. The treaty was rejected and with it was the privilege of granting to Canada the right of fish protection for two years. It was for this that Canada was to give in return the right to purchase supplies and outfit, the transshipment of fish and shipment of crews. Since 1857 American fishermen have been continued by the government notwithstanding that no advantage was given by the United States. As a matter of fact the Americans have never shown that they appreciated the modus vivendi and therefore it should be discontinued. Mr. McLean said Canada could do very well without reciprocity in fish. The Canadian people would not desire to see any movement which required them to be supplanted for such a treaty, although it would be in the interests of both parties. He said that the modus vivendi should be settled. Mr. Sloan (B.C.) will follow tomorrow and ask for the termination of the privilege granted to the New England company for transshipping fish to Boston in bond.

OBITUARY

Three dead Engines are snowed up somewhere between Stettler and Lacombe. One from Stettler became stalled and an attempt to tow two others to bring in the train has failed. The delegates to Lacombe Convention were unable to attend.

SMALLPOX IN ONTARIO.

Toronto, Jan. 18.—There is more smallpox in the Province of Ontario at the present time than for years, said Dr. Hodge, of the provincial health department. Three more cases were reported this morning.

Disastrous Fire in Saskatoon

both buildings and furniture. Loss was about \$5,000.

W. A. Lachance, who had apartment in the building, is in the next and his insurance could not be ascertained. His loss was about \$1,000. Dr. O. H. Holmes lost \$1,200. Several of the losses were lost over \$500.

The strenuous efforts of the firemen and citizens to keep the flames out of the bank building were crowned by success at last. They worked for some hours with that object in view and succeeded in stopping the fire. The fire was extinguished and the bank building was saved. The fire was caused by a gas leak in the furnace room.

SKATE

at Horner's Rink, on 1st and Clara Streets. One half more ice than any rink in the city.

LIVERY

The best can be had at 1st and Clara Streets. Phone 46. Try a run from us, if you do like it bring it back.

MANITOBA WANTS MR. DENMAN DENES

Provinces Present Time Close to the Premier and Are Confident Province Will be Enlarged—Terminals Elevators to be Investigated at Once

Bulletin Special.
Ottawa, Jan. 18.—Members of the House of Commons for Manitoba, Messrs. H. J. Greenway, Burrows, Crawford, Jackson and Cyr and Senators Young and Watson, waited upon the Prime Minister this afternoon to present their views in regard to the extension of the boundaries of the province of Manitoba and other matters. They represented that the province of Manitoba had been unfairly used in regard to territory in the past and that the opportunity in this when compared with Saskatchewan, Ontario and Alberta ought to be remedied by a large addition to the present territory. The subject was discussed at some length and the prime minister promised careful consideration to the views presented. The members of the opposition were also present. It was believed that the prime minister would be satisfied with the views presented. The members of the opposition were also present. It was believed that the prime minister would be satisfied with the views presented.

BANK OF NOVA SCOTIA IN KINGSTON, JAM., DESTROYED.

Among the buildings destroyed by the recent earthquake in Kingston, Jamaica, was that in which the Bank of Nova Scotia offices were situated. The bank is arranging to resume operations in the new building as soon as possible. The bank is arranging to resume operations in the new building as soon as possible.

The Bank of Nova Scotia opened in Kingston, Jamaica, in August, 1905, and has since that time been a leading institution to enter the West Indies. Since then it has established branches at Montego Bay, Port Antonio, Port of Spain, and other places.

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MR. DENMAN DENES THE C. N. R. STORY

Answers Mr. Sullivan's Statement by Giving Dates and Details of Shipments That Were Delayed and Naming Days on Which Cars Were Requested and Could Not be Furnished—Was Refused Early Morning Information on the Very Day on Which Letter Was Written—Claims District Losses by C. N. R. Incapacity

Editorial.
Mr. Editor—I am not anxious to conduct a newspaper controversy, but the statements of Mr. Sullivan in Wednesday's issue are so misleading and far from the facts that I cannot allow them to pass without contradiction.

The sufferings of the people to the east were so acute that the Government was appealed to for relief and the announcement made that railways would give preference to coal. How far has this been carried out, and what special efforts have been made by the railways from Edmonton to hurry fuel to the distressed people? The latter part of December

we were asked by the secretary of the true board at Hague to forward coal there as quickly as possible up to that time no coal had been received at that town and the people were very anxious as their school could not be opened unless fuel were received. On Dec. 27th we shipped them two cars and yesterday were very much surprised to learn from them that the coal had not yet arrived; that no trace of it could be found either there or at Warman and urging us to use every means to have it traced and hurried on. This is only one instance of many others in which we have shown how faithful the C. N. R. has been in carrying out their promise of relief.

On Dec. 28th I went on the mixed train in Vermilion drawn by a small engine without a pilot. We reached our destination about three hours late with one loaded freight car, very freight, baggage and passenger. We crossed the westbound passenger train a few stations this side so that we were clear for them. This was all their morning engine would draw and until the last few days they have not had the equipment on this part of their line to keep the road open and move freight.

Now does this look as if the C. N. R. has made any special efforts to move coal down their line and relieve the suffering of the people. If they were sincere why do they not place one of their heavy engines here for that purpose and have a flange and snow plough to keep the track in order and not drive cars of coal along on almost every siding along the line. There have been several delays within the past month on which no freight at all has been moved out of Edmonton to the east.

Mr. Sullivan's enumeration of the number of cars shipped in December only speaks of their inadequacy to move freight. At the beginning of the last week of December I applied for 12 cars for the week, 3 daily, and they only gave me two cars altogether and one of these a cattle car which we went to the expense of unloading up before we could load. When at Vermilion, Saturday, Dec. 22nd, I wired Mr. Sullivan to spot 9 cars for me the following Monday, and on my return to the city was surprised to find that they had not come for me. It was late on the day show they pulled a C. P. R. car from the lower yards and said "I might have said that."

They were fitting out ballast cars at the rate of five per day for coal cars and sending them down the C. P. R. empty. As we had many urgent appeals for coal down the line I asked the permission to load some of these, even for Calgary, the division point, where the cars would have to be transferred; but was refused point blank, so these cars were sent back to the line. Mr. Sullivan's statement that the C. N. R. is only appealing for coal and the railway company telling us they had not cars. For nearly a week I requested the C. N. R. to spot a car for me on the siding of the flat to go south over the C. P. R. but never got it. Finally I secured one from the C. P. R. at Strathcona and loaded there.

Another great inconvenience to the shippers is their system by which the shippers never know until about 10 or 11 o'clock in the day whether they are going to get a car or not. I have frequently phoned the freight office between 8 and 9 o'clock, but the central would answer back, "No one there," and on further enquiry would be informed that the office was not open until 9 o'clock, and when I have gone personally at that hour would be informed that the office of the employees available had not been brought into the office yet, and I would have to wait. Even this morning, after Mr. Sullivan's stating in the paper yesterday that we could know at 7 o'clock, I phoned as usual and got no reply until after 9 o'clock when the checker was down in the yards checking off the cars and could let me know as soon as he came back. Now when Mr. Sullivan states that the C. N. R. is only appealing for coal and the railway company telling us they had not cars. He mentions that I had advised him a few days ago that our company had all they could use in the coal business. I was referred off for three days to celebrate their New Year's, which reduced our supply to nearly one half.

This is like a drowning man clutching at a straw when he mentions that point. We could have shipped more than double the quantity we have if the C. N. R. had furnished us with cars and then seeing that the cars were carried to their destination and not staying along the line, we would not have had to reduce it for that reason and even then our night shifts had to be cut out of the line. The C. N. R. is only appealing for coal and the railway company telling us they had not cars. He mentions that I had advised him a few days ago that our company had all they could use in the coal business. I was referred off for three days to celebrate their New Year's, which reduced our supply to nearly one half.

Now how does this fact compare with the statement of Mr. Sullivan's letter yesterday? We know that the C. N. R. has been very sincere for the railways to content with during the past month, but we as shippers are not going to stand under false representations to shield the railway companies from the just indignation of the public when the fact is that the C. N. R. is only appealing for coal and the railway company telling us they had not cars. He mentions that I had advised him a few days ago that our company had all they could use in the coal business. I was referred off for three days to celebrate their New Year's, which reduced our supply to nearly one half.

Respectfully yours,
J. DENMAN DENES, General Manager Edmonton Coal Co.

THE EDMONTON BULLETIN

DAILY—Delivered in City, 24 per year. By mail, per year, \$5.

SEMI-WEEKLY—Subscriptions per year, \$1. Subscribers strictly in advance.

BULLETIN CO., LTD.
DUNCAN BRANDELL, Manager.

FRIDAY, JANUARY 18, 1907.

GETTING BUSY

Calgary Alberta, "It is an interview with the Alberta yesterday Mr. "Scott told of the great activity of the Bell Telephone Company in the west. "The company is rapidly acquiring "Machined and still soon by three. The "company proposes to build both east and west, next to Vancouver and "west to Cranbrook. When the line "is built to Cranbrook connection will "be had with all parts of British "Columbia and Calgary can talk with "all parts of British Columbia. "The Bell will soon be connected "from the east with Medicine Hat and "soon after will be connected with "Calgary. Then Calgary people can "talk to Winnipeg. "One effect of the Government's tele- "phone policy appears to have been to "convince the Bell people of the great "and growing demand in Alberta for "telephonic communication and like- "wise of the great and growing reason "the Bell Telephone Co. should "lose no time in endeavoring to supply "that demand.

FIRST HAND TESTIMONY

The Blainiere Times tries to add "its quota of first-hand testimony to "the discussion of the snow in Alberta "for the road stage. The Times is pub- "lished in the town of Blainiere in the "heart of the Crow's Nest coal fields "and its testimony ranks both in cred- "ibility and tenor with that of the "Frank Road of Trade. The Times says:— "Many people wonder, especially "those on the outside, that here in "the Pass where we have so many "promising coal properties, undevel- "oped, that more mines are not open- "ed up. The reason is not far to seek, "as the mine already in operation "have already consumed the carry- "ing capacity of our present railroad, "and if shipping facilities were avail- "able, could easily double their out- "west output. Therefore, capital is "not going to open up more mines "until here until it is reasonably "assured of the means to transport "their products to the market. Some "outside papers are trying to fasten "the blame of the present coal famine "on the prairie to the coal operators. "If, however, they would turn their "gaze upon the railroad, they would fail "to transport the coal, they might be "doing some good."

THE DISPATCH MAKER

The "Daily Patriot," published in "the city of Charlottetown, Prince Ed- "ward Island, recently consumed a "front page with the following five- "column heading:—

WEST IS CLEANSING OF

TERRIFIC SNOW STORM

It is the worst on Record and Rail- "road Traffic is Paralyzed in all "Directions.

DEEP SNOW WILL AFFECT THE

LUMBER INDUSTRY.

Trees Cannot be Cut Close to the "Ground Without Injury to the "Roots. "Whilst the Tops Fall into the "Deep Snow and Cannot be Re- "moved—Wild Animals are Forced "into the Barnyards and Pasture to "Feed.

The dispatch headed with this "suggestive display tells from Toronto "and the gist of it is contained in the "following paragraphs:—

"Prince Albert, Saskatchewan, re- "ports that more snow has fallen in "the woods this winter, than at any "time in the recollection of men who "have spent fifty years in the North- "west. In some places it is 9 to 10 "feet deep on the level. From re- "mote regions come similar reports "and stories of serious interference "with timber cutting. Trees cannot "be cut close to the ground without "inflicting labor, and where and pre- "vailing snow is cast back into the "hills as rapidly as it is removed. "Logs fall into the deep snow and "cannot be moved. Along the Carib "River valley as far south as Dau- "phin, Manitoba, deep snow covers "the plains and, deep snow covers "the mountains and the Crow Creek "country these conditions exist. It will "cost the lumber interests hundreds "of thousands of dollars, if it does not "seriously affect the lumber industry "of the west section. "Wild animals of every descrip- "tion are being forced into the barn- "yards and towns for food. "That the West is experiencing an "unusually severe winter and that the "snowfall has been unusually heavy "is true and the truth is attested "by the degree of attention and the "nature of the situation being paid to "these conditions by the conditions.

The Store That Sells For Lowest Prices

A Few Lines of Furs We Are Clearing Out

We still have a few lines of Furs in stock, and as we do not care to carry things over from one season to another we will give special bargain prices on any Furs left.

Prices of	Five	Bargain
Fur Ruffs	Ladies	Prices
Collars and	Fur	on
Muffs all	Coats	all
Reduced	Left	Furs

If there is anything you need in furs do not fail to get our prices before buying. It will pay you.

W. JOHNSTONE WALKER & CO.
287 Jasper Avenue East.

ATLAS

Assurance Co., Ltd., of London, England.

Established 1881. Total funds exceed \$25,000,000.
FIRE INSURANCE. Granted on nearly every description of property. This company has a first class reputation for Liberal Treatment of its agents and policy holders. We want Active Agents in the West. Write to North-Western Department, Winnipeg, Man.

Edmonton Agency:
McGEORGE, MCINTOSH & CHAUVIN,
NORWOOD BLOCK. Phone 477.



The Horror

and suddenness of fire is always ter- "rifying, but which less worry is at- "tendant upon a fire if you know you "are protected against total loss by an "adequate."

FIRE PROTECTION POLICY:

Be sure that your house and posses- "sions are protected now.

Windsor Fire Assurance Company

General Agency for Alberta,
Peter & McGeorgie Block, Edmon-

MILNER & CO.

Wholesale and retail

COAL DEALERS AND COAL MINE OPERATORS

Stove and Furnace Coal guaranteed the best in the Edmonton Market.

Rice Street, Opposite Market, Edmonton.

'Phone 67. Box 347.

SATURDAY SPECIALS!

We have a few Sets of the MUNROE STOCK on hand to Sell forthwith. Here are prices that should tempt you:

1 Set Masterpieces and History of Literature, 10 volumes, half Morocco binding, beautifully illustrated, Only \$20.

2 Sets Heroes of History, 25 volumes, half Morocco binding, regular price \$35.00. On Sale at \$25.00.

4 Sets Americanized Cyclopedias, 12 volumes, full sheep binding, in perfect condition. Our price for Saturday, Only \$22.50.

The Edmonton News Co., Ltd.

Newspapers, Stationers and Booksellers.

232 East Jasper Avenue.

Trunks! Trunks! Trunks!

—AT—

HUDSON'S BAY STORES--

We have just received the largest shipment of Trunks, Travelling and Suit Cases ever delivered in Edmonton.

These goods have been bought in immense quantities direct from the manufacturers at very low prices, are now for sale at a small margin of profit.

The saving of this transaction is yours.

We have hundreds of Trunks and Suit Cases for sale at prices ranging from \$3.50 to \$40.00.

HUDSON'S BAY COMPANY

RADICAL REDUCTIONS

ON WINTER GOODS

AT J. H. MORRIS & CO.'S

The prices themselves tell the story, as you can readily see for yourself.

72-INCH all wool sheeting. Regular price \$55. SALE PRICE 70c.

GOLF JACKETS in all colors. Regular price \$2.00. SALE PRICE \$1.50.

FLANNELLETS in every size. SALE PRICE 25c P.C. OFF.

DRESSING GOWNS. Jap. patterns. Regular \$3.00. SALE PRICE \$2.25.

EIDER DOWN KIMONOS in all sizes and colors. 25 P.C. OFF.

HEAVY WORSTED HOSE. 5 to 10. SALE PRICE 25c P.C. OFF.

DRESS GOODS in plain and fancy colors. SALE PRICE 25c P.C. OFF.

SILK WAISTS in light and dark shades. Regular price 85c to \$1.00. SALE PRICE 25c P.C. OFF.

WOOL TAMS only a few left. SALE PRICE 25c EACH.

WRAPPETTES in large assortments of patterns. SALE PRICE 25c P.C. OFF.

HAIR PINS always sold at 5c a box. SALE PRICE 2c BOXES FOR 5c.

LINEN TOWELS, large size with red border. SALE PRICE 75c A PAIR.

COTTON TOWELS, medium and small size. SALE PRICE 12c A PAIR.

TURKISH TOWELS in linen and cotton mixed. SALE PRICE 15c A PAIR.

LADIES' and GIRLS' COATS only a few left. SALE PRICE 15c OFF.

NOTHING SUCCEEDS LIKE SUCCESS.

Now is your opportunity for your Financial Future.

A Few Of our Money Makers

1 fine Residential Lot 8th Street south, half cash, balance 6 and 12 months. \$2800.00

1 Lot 15th Street, north of Jasper, nice terms. 1200.00

1 Lot Ninth Street (spur in block) \$1250 cash, balance 6, 12, and 18 months. 2750.00

New modern Eight Room House on View Lot, overlooking Parliament building site; hot water heating throughout, electric light, bath- room, etc., immediate possession. Terms on this. A great snap. 7000.00

Large Lists of City and Suburban Properties and Farm Lands. CORRESPONDENCE SOLICITED.

TEGLER-MORRIS CO.

REALTY AND FINANCIAL BROKERS.

60 JASPER AVE. EAST (opposite Merchants Bank).

P.O. BOX 424. PHONE 320.

Read the Want Ads

BIG BARGAINS
IN EVERY DEPARTMENT
ON SATURDAY

F. PERKINS & CO.

BIG BARGAINS
in the MILLINERY Department
SATURDAY

To-morrow We Will Have a "Clean Sweep Sale"

Girls' Wool Sweaters

Girls' and Children's Sweaters, in red and navy blue

\$1.60 reduced to \$1.20

Children's Bearskin Coats

\$2.90 Bearskin Coats \$2.25
\$3.25 Bearskin Coats \$2.50

Men's Lined Gloves and Mitts

All our stock of Lined and Unlined Gloves and Mitts, worth up to \$1.00, now 50c per pair

\$1.00 Gloves and Mitts 50c

Boys' Wool Mitts

All our stock of Boys' Wool Mitts, regular price 35c, 40c and 45c, per pair now

25c per pair

Ladies' Flannelette Waists

Ladies' Flannelette Waists, in all sizes, regular price

\$1.25 for 95c

To-morrow we will have a "Clean Sweep" sale of all the odds and ends and remnants left over from our remnant sale. It will be worth your while to look over the big bargain tables in the centre of the store.

A sale of Laces worth up to 25c, at per yard 5c.

Embroidery and Insertion Sale, at per yard 5c.

LADIES' CLOTH SKIRTS

25 per cent. to 50 per cent. Discount

We have included our whole stock of Ladies' Cloth Skirts in this sale at discounts from 25 to 50 per cent. These skirts are up-to-date in style and in the best shades of cloth.

25 per cent. Discount off Fur Coats, Ruffs, Muffs, Mitts.

Women's Winter Underwear 25c per Garment.

Children's Shoes

One lot of Children's and Girls' Shoes worth up to \$1.75 per pair, sale price

75c

Girls' Shoes

One lot of Girls' Shoes worth up to \$2.75 per pair, sale price per pair

\$1.00

Print Cotton Aprons

Print Cotton Aprons, in pretty patterns, special price on Saturday

20c Each

Pillows

Do you know we can sell you a splendid Pillow for the small sum of

65c Each

Children's Cloth Coats

We will sell the balance of our stock of Children's Cloth Coats at

33 1-3 per cent. Discount

Men's Flannel Shirts

Regular price \$1.35 and 1.50 each, in all sizes, our sale price

\$1.00 Each

Waist Lengths

8 Waist Lengths, in very pretty patterns, worth up to \$2.75 each, Saturday Sale Price

75c Each

WINNIPEG GRAIN EXCHANGE TRIAL

Numerous Quotations From The Evidence Taken in the Conspiracy Investigation to Illustrate Abuses of Trade

We publish again today parts of the evidence taken in the trial of the alleged conspiracy case taken against certain members of the Winnipeg grain exchange by the "grain growers' commission of Manitoba and Saskatchewan."

The evidence is published to instruct the farmers and shippers on the methods employed by carriers and grain dealers. Every producer should familiarize himself with every provision involved in his business. Every farmer who grows a bushel of wheat should know how the market prices are fixed, the price in futures, cash, and track prices. It has been upon the want of knowledge of such problems that the abuses complained of in the grain trade have thrived.

THE TESTIMONY

Samuel P. Clark, secretary of the Northern elevator company, was further examined by Mr. Bonnar. He produced circular letters sent out by his firm to their members during 1906, and was asked to read circular No. 34, dated Oct. 29, 1906. It instructed him that the price for one bushel of wheat was to be the same as the price for one bushel of wheat, and that the price for one bushel of wheat was to be the same as the price for one bushel of wheat.

Witness—Next read circular No. 19, dated Nov. 25, 1906 which dealt with street prices and instructed buyers to take the outside value of grain must not be exceeded. It also instructed them to buy at the lowest price they could get, and to buy at the lowest price they could get.

Mr. Bonnar—What would you say, Mr. Clark, as to the being practical for a man to do business in the grain trade in this country without being a member of the grain exchange?

Witness—He could carry on business, but he would be liable to be liable to the exchange.

Q—Would it be profitable?

A—Well, he could act as a representative of a Montreal or Toronto firm. Q—That, practically speaking, could a man doing business here carry on the trade without being a member of the grain exchange?

A—I don't think he could carry on a satisfactory business.

Q—Could other members of the exchange benefit him in his business?

A—Our exchange is receiving quotations from all other markets—Duluth, Minneapolis, Montreal, Toronto and elsewhere, and it costs a great deal of money to get these markets and say prices. It is the benefit of all those markets.

Q—About the standing?

A—A man who is a member of the grain exchange in good standing is recognized on any other outside exchange.

Q—Now if they could not do business with the outside market what would happen to him in his business?

A—He could not trade with other exchanges.

Q—Nor any member?

Q—And what effect would that have on his business?

A—Well, he could trade with other exchanges.

Q—How many exchanges have we in the western country, Manitoba and the Northwest?

A—There is our own and I believe that Gibson has got up an exchange.

Q—Will you tell us how long it is since the elevators commenced buying wheat on track?

A—I think it was the year of the 'rout'.

Q—Three or four years ago.

Q—The year of the 'rout'.

Q—Is it to that time what business did the elevators carry on?

A—They used to buy wheat, but at that time, four years ago, the farmers were not allowed to load cars.

THAT CIRCULAR LETTER

Q—Now as to those circular letters sent out by Mr. Fowler on behalf of the members of the Northern Elevator association what is the understanding amongst the different members of that association about abiding by that price?

A—Well that is a lot of it by general competition on the market day and I, as secretary of the Northern Elevator company, want out those prices and we buy wheat at those prices subject to the commission, rate of the exchange.

Q—If it agreed among the members of the North West Grain Dealers' association that they in acting upon that price will be governed by the grain exchange rule?

A—They would be supposed to live up to the rule.

Q—And if you do not live up to the rule with reference to the price what would be the result?

A—They would bring us before the council for breaking the rule.

Q—Now would you explain how the track price is fixed?

A—The track price is fixed by the price of the market according to the supply and demand and the fluctuation in Chicago, New York and other markets. It is fixed at the close of the market is considered the price for the next few hours. Every market closes at one and the same time.

Mr. Hagel—You mean at an hour market closes at one and the same time, equivalent to 1:15 in Winnipeg? They would close at the same hour, wouldn't they?

Witness—Yes.

Q—Now, take December wheat or December prices, are the prices on the market from December prices or cash prices?

Witness—It there is a premium for

cash wheat it is from the cash wheat price.

Q—If cash wheat is at a premium how do you get the price?

BROKERS MAKE MARKET

A—From the brokers there are twenty or thirty brokers to make a market.

Q—They would fix the price?

A—They don't fix it, they say what they can sell at.

Q—If wheat were at a premium you would not take the price off the board in the exchange?

A—We go to the brokers, the brokers are making the price in the pit for December.

Q—When is the December price fixed or arranged?

A—It is started in June, July or August months before.

Q—And the December price or the monthly price is the one ordinarily used?

A—The monthly price, where you are trading in January it would be the January price.

Q—And at the close of the month the month's wheat might be at a different price altogether?

A—At the close the monthly price and the cash price would be about the same.

Q—December wheat fluctuations during the whole month?

A—Yes and so does the cash wheat.

Q—And street wheat?

A—Street wheat is based on future options with so much taken off for charges and a small margin of profit.

Q—How do you arrive at the street price?

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Q—How do you arrive at the street price?

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